

# 2012 Nebraska Safety Summit

Lincoln, NE  
Cornhusker Hotel  
April 5, 2012

# Nebraska's Interagency Safety Leadership Committee

- **Monty Fredrickson** – Director – State Engineer -  
Nebraska Department of Roads
- **Colonel Dave Sankey** – Superintendent - Nebraska State Patrol
- **Beverley Neth** – Director, Department of Motor Vehicles
- **Dr. Joann Schaefer** – Chief Medical Officer – Division of Public  
Health - Department of Health and Human Services
- **Larry Dix** – Executive Director - Nebraska Association of County  
Officials
- **Lynn Rex** – Executive Director - League of Nebraska  
Municipalities

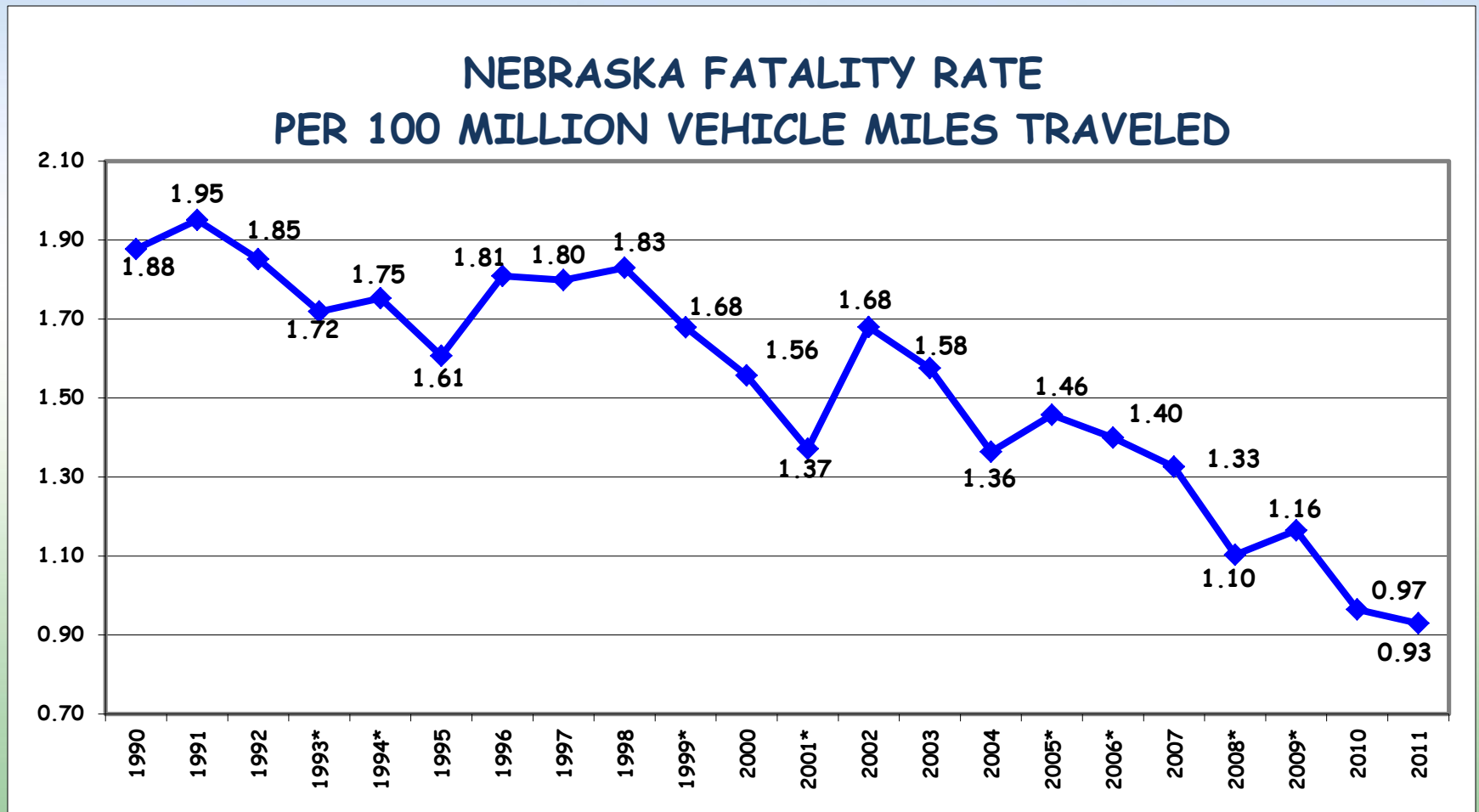
# Interagency Safety Committee Working Team

- Dan Waddle, Bob Grant, Ryan Huff and Bobbi Olson – NDOR
- Fred Zwonechek, Linda Kearns - NOHS-NDOR
- Major Russ Stanczyk, Doug Donscheski – NSP
- Sara O'Rourke – DMV
- Dean Cole – DHHS
- Dan Cady – Local Technical Assistance Program - LTAP
- John Perry – Federal Highway Administration
- Diane Podany – Federal Motor Carrier Safety Administration

# Review 2006-2011 SHSP Goals

- Reduce Nebraska's Fatality rate to 1.0 fatality per 100 MVM by end of 2011
  - From 1.6 in 2003 in Nebraska
  - National Rate in 2003 was 1.5
- Reduce Nebraska's Fatality rate by 33%
- Absolute reduction in Fatalities below 200
  - From 269 in 2006

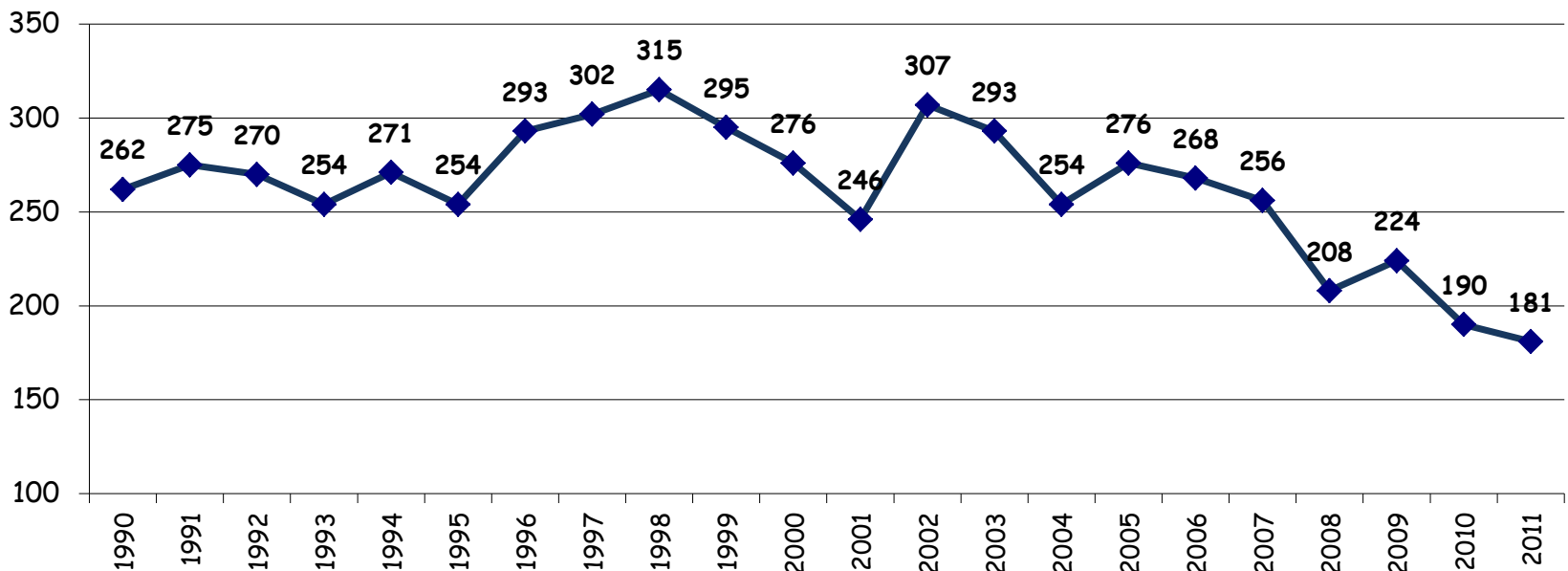
# 2011 Lowest Fatality Rate Ever 0.93



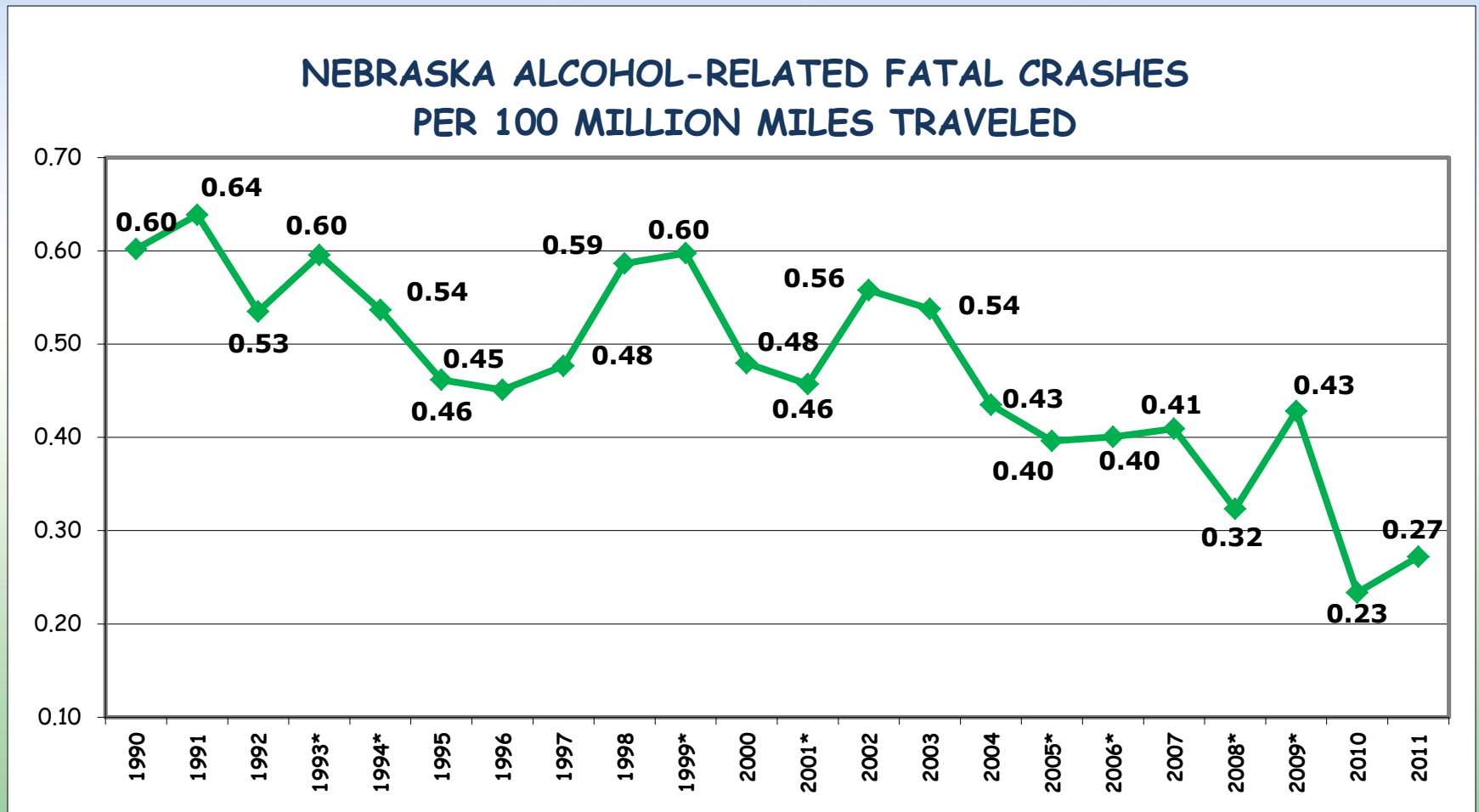
# Second Fewest Fatalities Ever

## 181 Fatalities in 2011

NEBRASKA  
MOTOR VEHICLE FATALITIES  
1990 - 2011

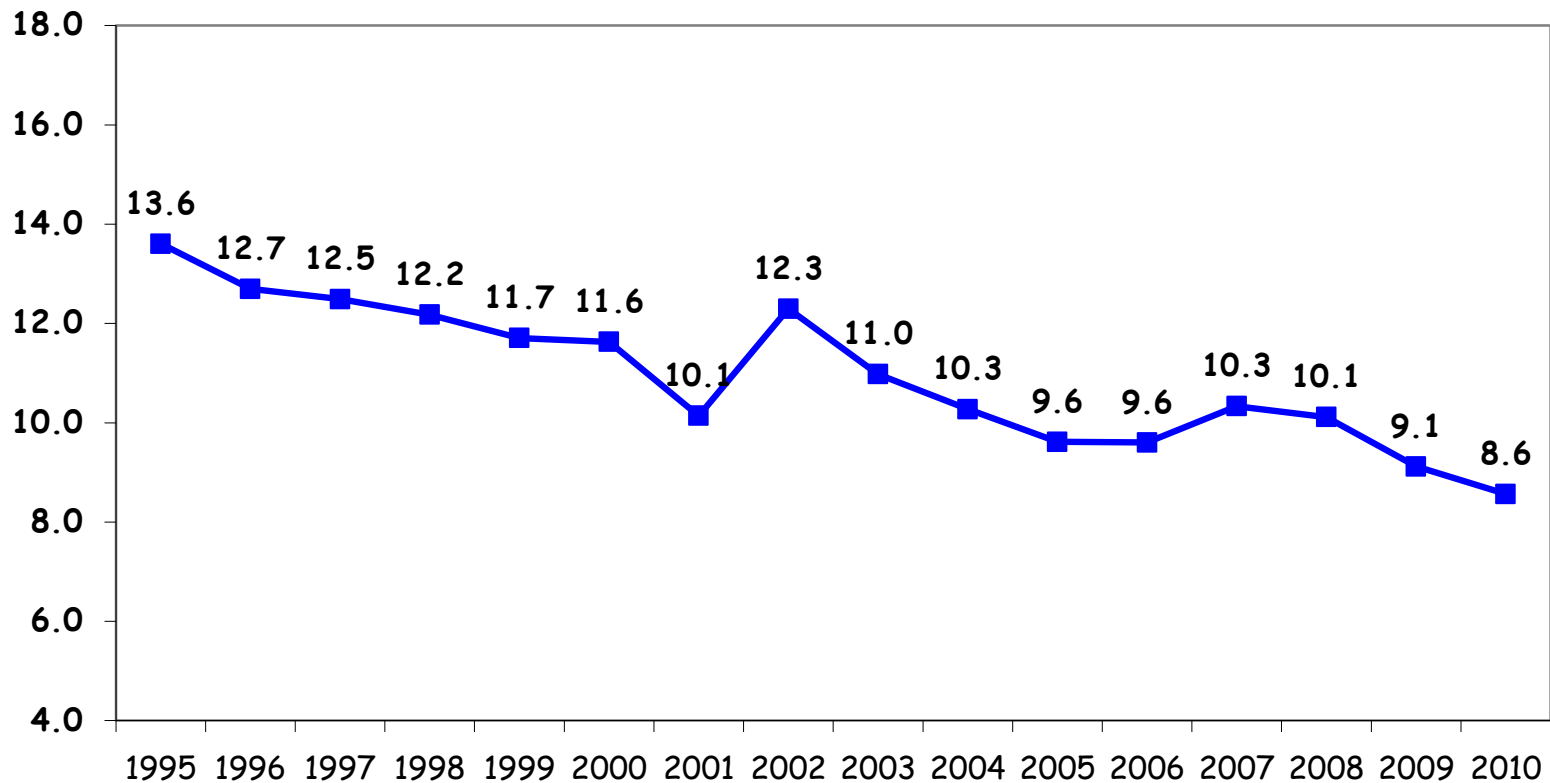


# Second Lowest Alcohol Fatal Crash Rate Ever 2011



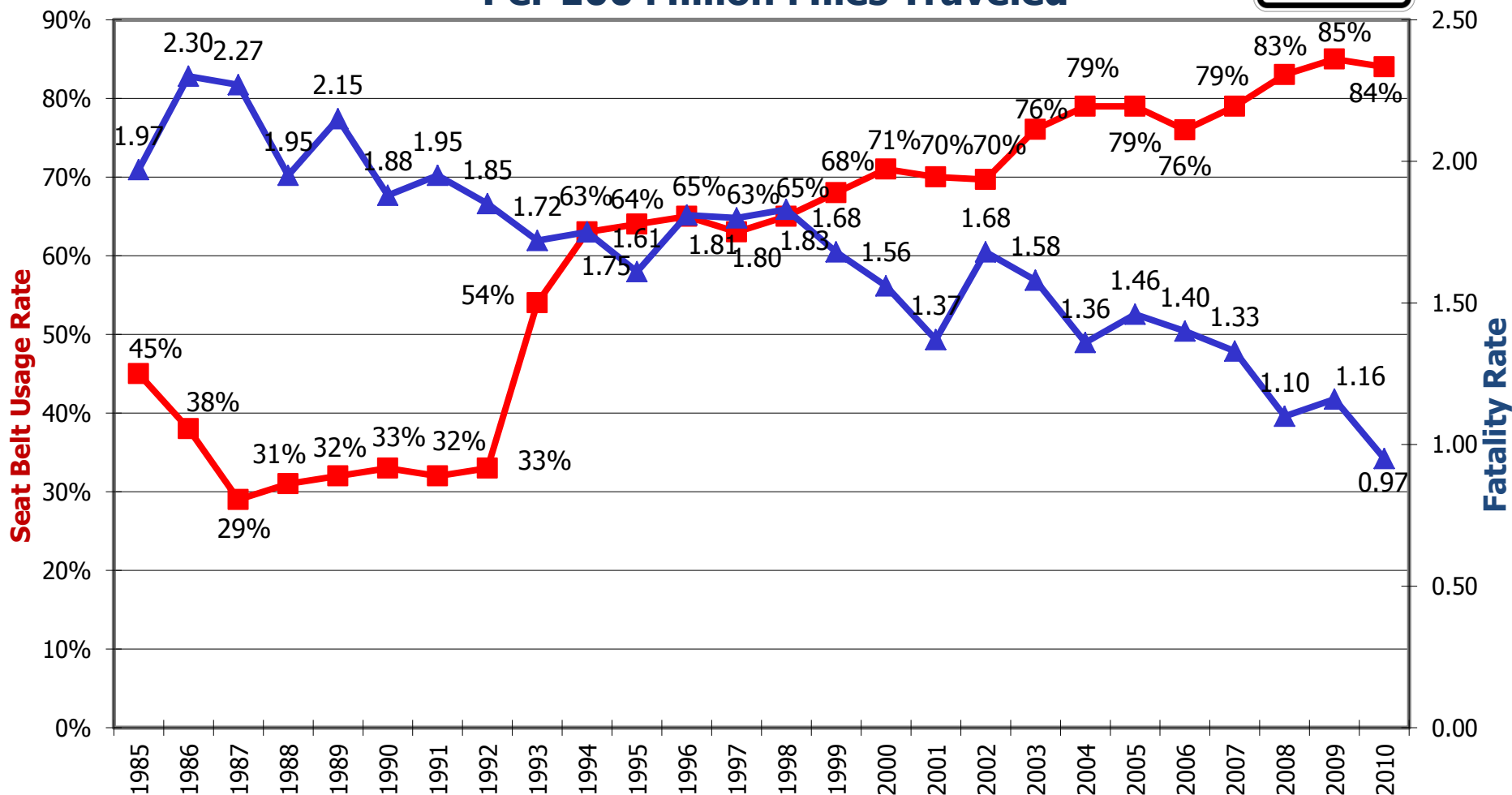
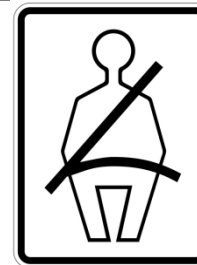
# 2010 Lowest Alcohol Related Crash Rate

ALCOHOL-RELATED CRASHES  
PER 100 MILLION MILES





# Nebraska Safety Belt Usage Rate vs. Fatality Rate Per 100 Million Miles Traveled



# Younger Drivers

- Teenage drivers account for 6.3% of all licensed drivers in the State of Nebraska
- Teenage drivers were involved in 22% of all crashes

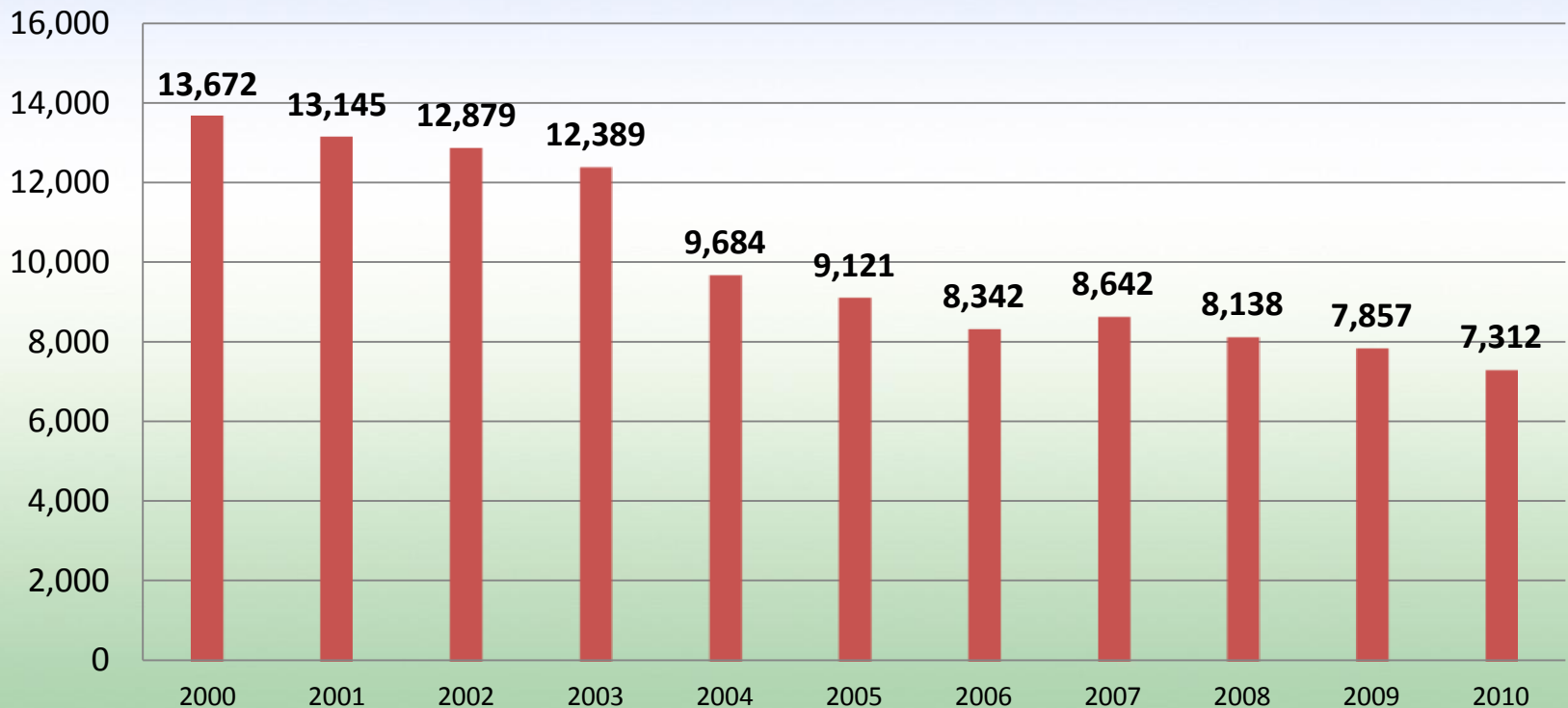


# Teen Drivers

(Age 16 - 19)

Involved in All Reported Crashes

2000 - 2010



# Enforcement

- Adopting Data Driven Strategies
  - Data Driven Approach to Crime/Traffic Safety - DDACTS
  - High Visibility Enforcement – HVE
  - Focused Field Services and Objectives to reduce crashes involving
    - Speed, Youthful Drivers, Impaired Drivers, Occupant Restraints
    - and Gaining Voluntary Compliance
- Reaffirmed Partnerships with Stakeholders
  - To Share the responsibility to Lower Fatalities by partnering with
  - Media, Safety Advocate Groups and the Public
  - Roll Over – Seat Belt Convincer Demos – PSA's – Web and Social Media Promotions

# Enforcement

- Leveraged Technology
  - Computer Aided Dispatch and Records Management System
  - Digital In-Car Cameras
  - Mobile Data Computers
  - New Digital Statewide Radio System

# State Traffic Records Coordinating Committee

- Enhancing the State Traffic Records Data System
  - Linking of data to more effectively conduct problem identification and to evaluate the use of different countermeasures.
- Bringing Data (crash, citation, driver, vehicle, roadway, injury, adjudication, etc.) collectors and users together to improve the traffic record system and helping to make us all more efficient and effective
- A data system infrastructure is an important part of our statewide safety efforts if we are to maximize highway safety.

# DMV

- Roundabout information included in 2011 Drivers Manual
- 90 – Day Learner Permit issued for three skills test failures – hold three months or complete driver training course
- Ignition Interlock – LB 667 –  
– video on DMV website ---
- Ignition Interlock Public Education Campaign





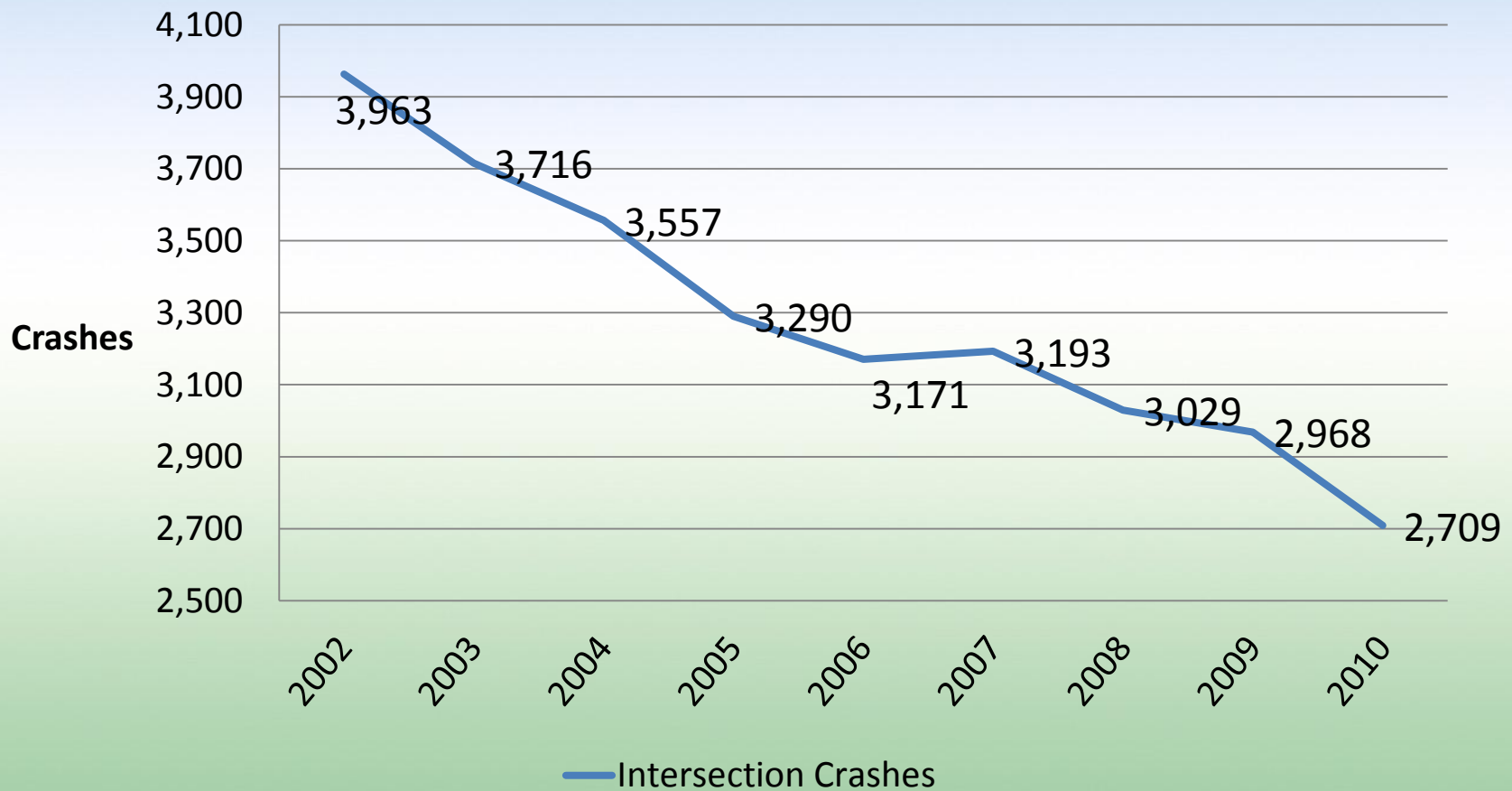
# DMV

- Web-based Blood/Breath Alcohol content training -- transferred training module to NLETC
- CDL Medical Certification tracking program
- Updating Motorcycle Safety Rules and Regulations
- Completed Motorcycle Instructor training course
- Automation of Recall Report with Electronic Accident Reporting (e-crash) – 2012



# Intersection Crashes

## Fatal, Type A and B Injury Crashes



# Intersection Safety

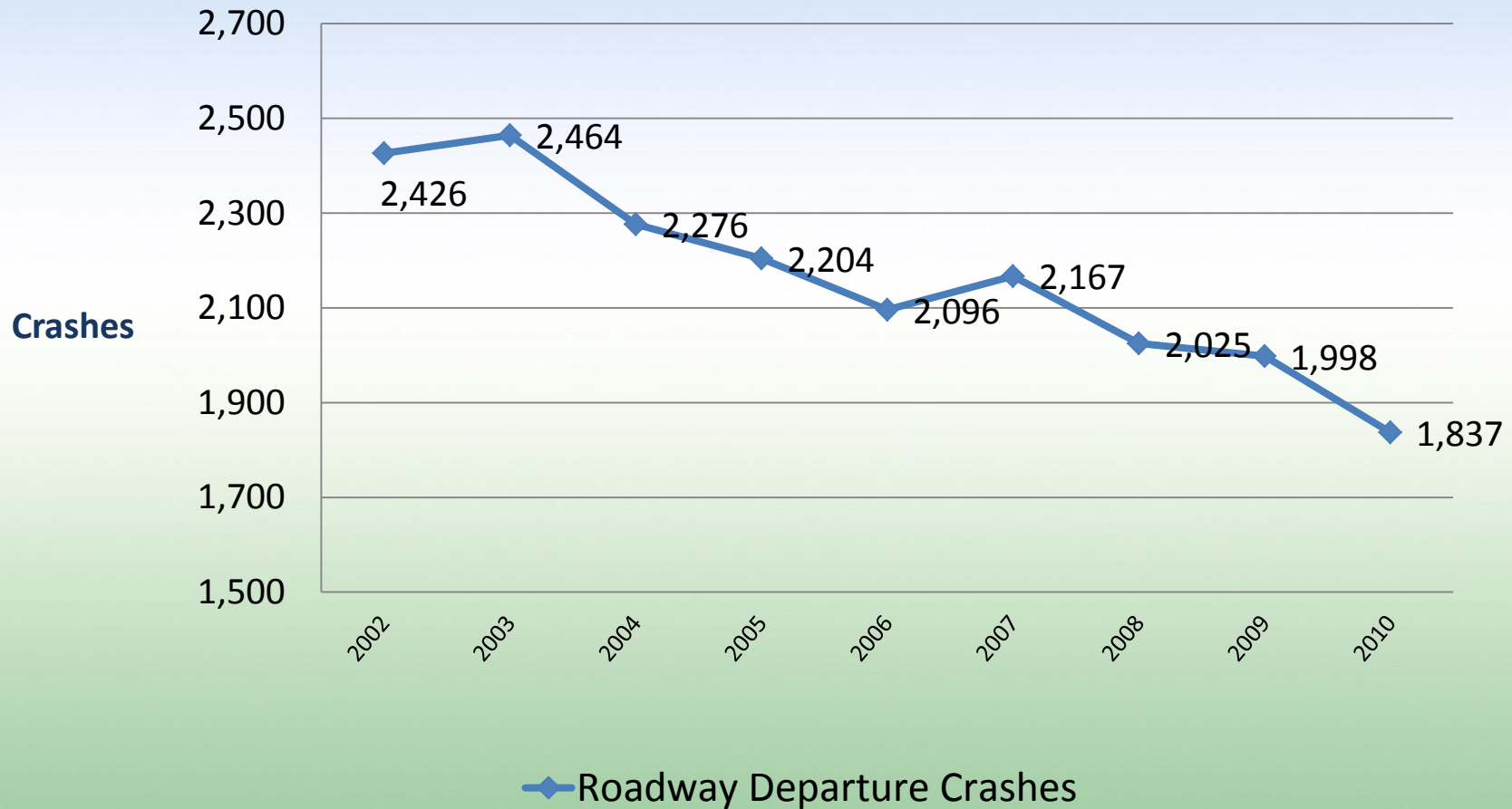


- Pedestrian countdown signals
- Advance Traffic Signal Warning Beacons
- Turn Bay Construction – Left – Right and Dual Left Turn Bays
- Intersection Modification – Islands – Radius – Realignment
- Revise or Improve Pavement Markings at Intersections
- Traffic Signals – Adjusting Phasing – Timing
- Added Uninterrupted Power Supplies (UPS) to Traffic Signals
- Addition of Overhead Street Lighting
- Construction of Roundabouts



# Roadway Departure Crashes

## Fatal, Type A and B Injury Crashes



# Roadway-Lane Departure

- Rumble Strips – Edge Line and Centerline
- Curve Warning Signs and Chevrons
- Bridge Anti-Icing Systems
- Updated Bridge Rail and Guardrail
- Removal of a Viaduct over Abandoned Rail Road
- Removal of Guardrail by Re-grading and Extending Culverts
- Improved Pavement Marking – Reflectivity – Wet Reflectivity
- ITS Features – 511 - RWIS - Cameras - CMS - Speed Sensors

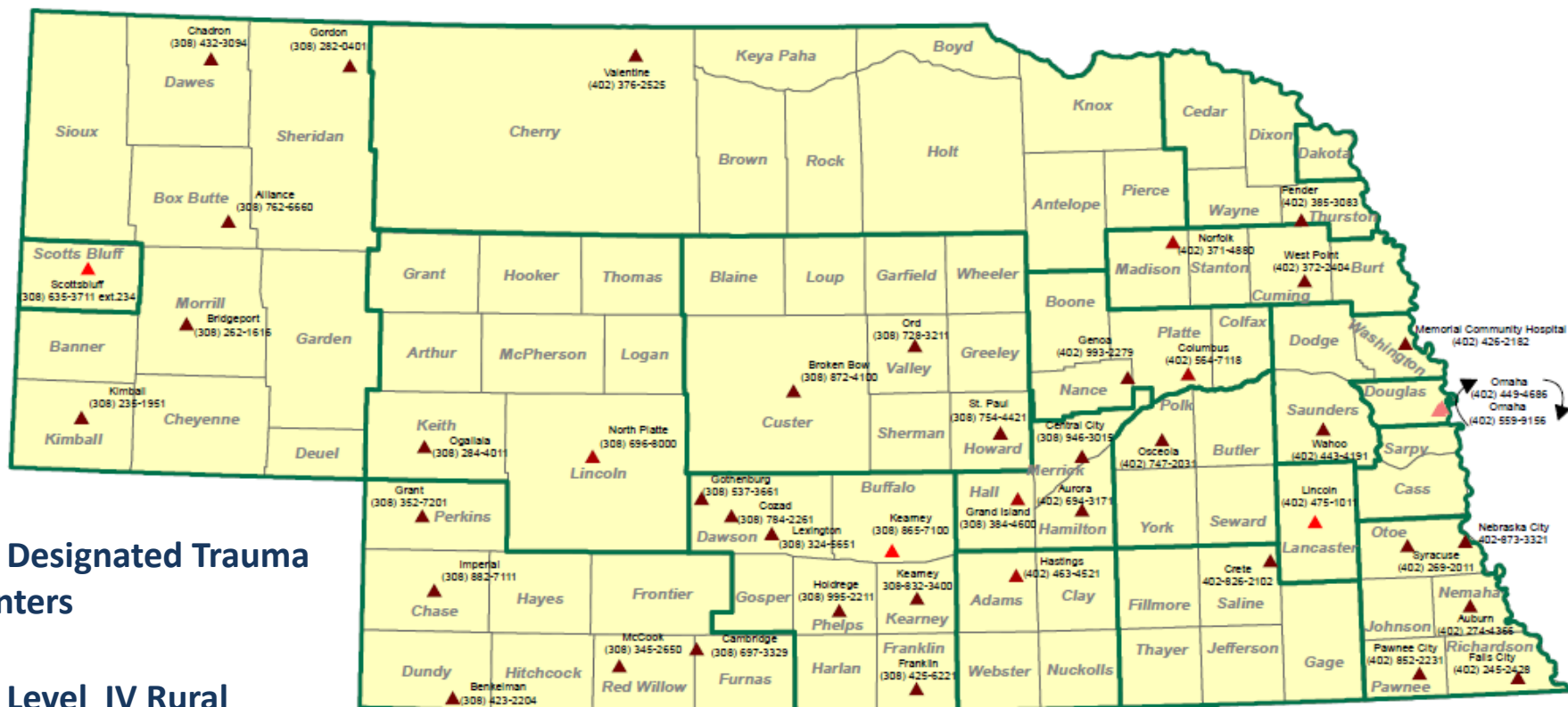


# Emergency Medical Services

- Implemented a statewide trauma registry
- Passed rules and regulations requiring ambulance services to utilize the National Emergency Medical Services patient reporting data set
- Implemented NHTSA's National ES Education Agenda for the Future
- Implemented Simple Triage and Rapid Treatment as the standard triage system for Nebraska pre-hospital providers to handle mass casualties



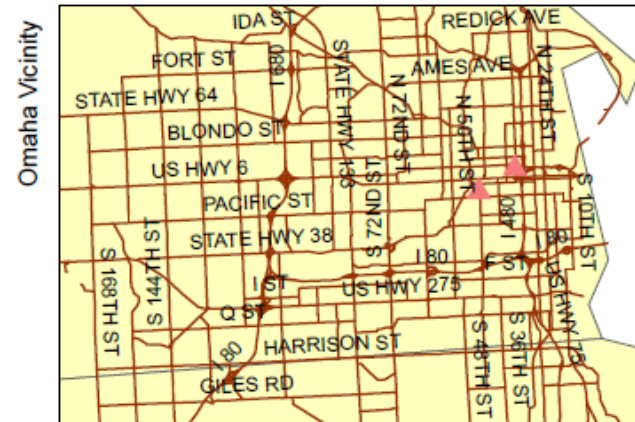
# Nebraska Hospital Trauma Centers



## Legend

- ▲ Level IV
- ▲ Level III
- ▲ Level II
- ▲ Level I

Local Health Departments





# 2012-2016 Nebraska Strategic Highway Safety Plan

## Nebraska Strategic Highway Safety Plan Guidance for 2012 - 2016

Nebraska Interagency Safety Committee



Education  
Enforcement  
Engineering  
EMS



March 2012



Nebraska Strategic Highway Safety Plan



# 2012 to 2016 SHSP

- New Goals
- 5 Critical Emphasis Areas
- New Critical Strategies



# 2012-2016 SHSP Goal

- Reduce the Fatality Rate to 0.5 Death per 100 Million Vehicle Miles Traveled by the end of 2016



- Toward Zero Deaths

# 5 Critical Emphasis Areas

- Increasing Safety Belt Usage
- Reducing Impaired Driving
- Addressing the Over Involvement of Young Drivers
- Keeping Vehicles on the Roadway – Reducing Lane Departure
- Improve the Design and Operation of Intersections

# New Strategy

- Reduce Driver Distractions
  - Implement/support distracted driving education
  - Increase awareness of Dangers
  - Promote employer cell phone/driving policies
  - Reduce use of cell phones in vehicles
  - Enforce current laws/update laws



# Why Toward ZERO Deaths?

How many people are killed  
on America's roads?

# How Do We Keep the Momentum Towards Zero Deaths?

- Keep Focused on the 4 “E”s
- Continue to work with our Safety Partners and Stakeholders
- Build on our Successes and Continue to Seek New Strategies for Improvement
- Add/Implement these New Strategies to the SHSP

# 2012 – 2016 SHSP

## Breakout Sessions

- To receive shareholder feedback on the 2012-2016 SHSP for appropriateness of current identified strategies
- To identify strategies to add or expand on help achieve the SHSP Goal
- Are Demographic – Geographic Identified Problem Areas Being addressed Effectively
- What Public Policy provisions could provide support to meeting the goals
- What Additional Resources are needed and should be considered to support reaching the Goals
- How do we Increase the Involvement of More Local Agencies, Organizations and Individuals



# *Toward Zero Deaths*